



Official and Classified ADVERTISEMENTS

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ENGINES FOR SALE

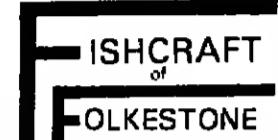
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Turning to the area European co-operation, Mr. Crisfield, president of the NFFV said: "The emphasis must be on getting the EEC to move . . . the minister is in us," said Mr. Crisfield.

"Now that we want a Common Fisheries Policy in the EEC it should allow the EEC to take part in negotiations with Iceland, Russia and particularly Norway so that we can start bargaining on what we can offer them."

"People eat about fish and chips — it's the basic food for the housewife. To her oil is nothing."

"There is simply no alternative to fish and chips. As a cheap meal it stands alone," added Mr. Parker.

PACT

From page one in Brussels, immediate measures should be taken unilaterally to preserve stocks.

The fisherman agreed that quotas as a form of protection could not succeed. Coastal states, they said, were entitled to retain exclusive control of sufficient fishing grounds to enable their fishing industries to expand properly.

After the meeting one British fisherman warned:

"We have done everything we can and been generally moderate so far. But if they failed the militants would take over and that possibility should be a real warning to both governments".

Another fisherman said that, with their gross overcapacity our continental partners had fished indiscriminately and without regard to the future. They now wanted the Irish fisherman to pay for their mistakes and bad management.

After some criticism from

fishermen during his public speech, Irish minister Brian Lenihan agreed to stop referring to a zone "of up to 50 miles" and, instead, to speak only of an "exclusive 50-mile zone".

Fishermen hailed this as a

major victory.

For more information contact:

Mr. Brian Lenihan, Minister for Fisheries, Department of Agriculture and Fisheries, Dublin 2, Ireland.

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Ready to go-it-alone

Continued from page one

However, proposals to increase mesh sizes of standard white fish mesh in the North Sea from 70mm to 90mm, and to require a 70mm mesh for nephrops, would bring an improvement in white fish stocks and deserved very serious consideration.

If they asked fishermen to accept that, which would mean a loss of catch for the time being, they must also do something about the tremendous catch of small white fish taken in the course of industrial fishing in the North Sea.

The Council had agreed to a study to discover whether a more general derogation for coastal fishermen might be possible without damage to herring stocks. Fishermen in Northern Ireland, the Western Isles, East Anglia, and Sussex had pointed out that they had exactly the same problems as those small French vessels which had been granted a derogation.

If all concerned were willing to think constructively, rather than to keep looking back and demanding everything that appeared to have been prejudiced at the time of British accession, the basis for a settlement existed. This, while recognising the needs of the United Kingdom, could be of benefit to the EEC as a whole.

He hoped the next week's discussions would be fruitful but affirmed that the Government were ready to act to conserve stocks should that prove

'REBEL' MAKES A LOSS

BOYD LINE'S Arctic Rebel, the only trawler landing for Hull's Monday market, lost £18,200 on its 74-day trip. She hit catches in the very restricted area still open to British ships.

The trawler fished off Bear Island and also in the White Sea while on her homeward passage. But her turnout was only 413 kites which grossed £14,222.

High prices ruled on the market and Arctic Rebel's codstuffs averaged £40.01p per ten-stone kite, but her turn-out was too low to make a profit.

Commenting on the loss, Tom Boyd, Sir, chairman of the owning company, told *Fishing News*: "We cannot go on losing money at that rate. We are now laying up the vessel until January for a survey."

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IRELAND'S 'MIRACULOUS'



Minister's mandate: page 16.

Huge Christmas herring landings

— quotas likely

LANDINGS of winter herring in the Manx fishery following the seven-week close season are so good that quota restrictions may once again have to be imposed by the Isle of Man Government's Board of Agriculture and Fisheries.

Prices, however, have tumbled from the £60 per unit peak in September to between £26 and £33.

"Christmas herring" is being brought up by local kipper

COMMENT

WHEN the Department of Trade launched its vessel survey rules on the industry in 1975, it was like a red rag to a bull. The men who felt the effects were those who could least afford it.

While it is true that a price cannot be put on safety, no man can be expected to appreciate this when it means an end, perhaps, to his traditional livelihood.

Apart from the EEC, the Department of Trade managed to produce just about the wildest outbursts of anger seen from inshoremen. The heat has now been taken out of the situation by the establishment, four months ago, of the Fishing Industry Safety Group.

After his earlier "suck it and see" approach, Minister Clinton Davis made the right move in getting fishermen involved in the FISG set-up. As can be seen from the Group's interim report (page 4) considerable progress has been made in easing the regulations and making them more realistic.

The big success of the Group is that fishermen now feel they have a direct line of communication to the Department.

As the rules stood in their original form, for from making the business of going to sea more safe, they could have contributed to the dangers. With yet another financial burden hanging over him, a skipper might have been tempted to stay out in dangerous conditions just to make a trip pay.

fishing news

Editor: Harry Barratt

Assistant Editor: Ian Strutt

Scottish correspondent: Gloria Wilcock

Advertisement Director: Fred Purasell

Advertisement Manager: Bill Barber

Managing Director: W. A. Cathie

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GRIMSBY TRAWLER OWNERS CONSOLIDATED FISHERIES LTD. QUOTAS LIKELY

GRIMSBY trawler owners Consolidated Fisheries Ltd. have announced sweeping economies and redundancies in all departments amounting to roughly 60 per cent of the total workforce.

The economies, which became effective late last week, include the laying-up of two of the firm's 11-strong distant water fleet. It is indicative of the very real difficulties the British fishing industry, especially the distant water section, is facing.

About 130 fishermen's jobs will be lost through the withdrawal of the trawlers, while roughly 50 workers whose roles will be immediately tied up alongside Crystal Palace and Huddersfield Town, leaving Consolidated with five of its 140ft. sister-ships at sea working the Westerlies.

Largest

Blackburn Rovers landed on Monday and it could be her misfortune to join the others, leaving Consolidated with just four vessels working the Westerlies for the remainder of 1977, although this is by no means definite.

Meanwhile the port's three distant water operators — BUT, Boston Group and now Consolidated — have a string of distant water vessels, approaching 25 in number, tied up along Grimsby's North Wall because there is nowhere left for them to fish with any certainty of not incurring further losses.

The present thinking within the industry on this subject is very gloomy and a considerably reduced allocation from the Norwegians is expected.

This bed news for Grimsby came at a time when the port is going through a very lean spell. Wet fish landings have recently hit rock bottom creating unemployment amongst merchants and in the processing factories.

Consolidated Fisheries Ltd. once owned the largest fleet of trawlers in the world.

During the 1920s and 1930s it had a huge fleet, well in excess of 100 vessels, based on Grimsby, Swindon and Lowestoft, but this mighty fleet shrank as the industry declined, until only the headquarters at Grimsby now survives.

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MORE DoT SAFETY RULES RELAXED

BEAM TRAWLERS as well as old smaller boats are being treated as "special cases" under the Department of Trade safety regulations for fishing vessels. A special "period of grace" is also being allowed for boats to comply with the rules after survey.

This move is noted as part of a more practical and flexible approach to the rules — in an interim report published by the Fishing Industry Safety Group.

The FISG was set up in July this year to advise Ministers on the regulations and comprises representatives of the fishing industry as well as Government departments.

Already, as a result of FISG representations, fees for surveying vessels for the first time have been reduced by an average of 42 per cent (Fishing News, November 11).

Foreign built boats — especially beam trawlers from Holland — have found it difficult to measure up to DoT stability requirements. FISG has now endorsed a proposal to confine surveys on beamers to a stability check, using a simple roll-period test, and an examination of safety equipment.

A charge of £50 will be made for this first survey on beamers. This fee will be set against the full fee payable when the vessel passes-in for completion of the survey, together with other vessels of corresponding length and year of build.

Failure

No vessel will be stopped fishing after an initial failure to fully satisfy a roll period test.

To encourage boats to come forward for survey, a 12-month grace period will be permitted, after survey, to allow compliance with the surveyor's requirements. A special "interim certificate" will be issued.

Exemptions are being made for older and smaller vessels from the 1975 Rule

requirements for liferafts, dertaken by FISG. There has also been a lot of objections to apparatus. Where there is a watchkeeping receiver, it is claimed, there is a lack of stowage space which, it is believed, is a safety standard embodied in the rules.

A handbook is being made available with a list of other exemptions to the rules.

An examination of the radio rules is now being un-

derway by FISG. There has also been a lot of objections to apparatus. Where there is a watchkeeping receiver, it is claimed, there is a lack of stowage space which, it is believed, is a safety standard embodied in the rules.

In conclusion the report notes that owners have delayed presenting their boats for survey because of earlier differences between

the fishery industry and the Department. The general view of the Group is that these differences have not been resolved, although on behalf of Fleetwood fishermen, a representative

insisted on reservations being recorded about the introduction of the scheme for fishing boats.

SLACK fishing on all grounds again hit Grimsby hard last week. Landings fell below the 10,000

doubtlessly the final trips — in 1977 at least — of the Consolidated Fisheries' quarter Spur, Barnsley, Notts Forest and Port Vale.

The four had been diverted

from the White Sea after Norway imposed ban and had struggled through 24 and 25 day trips.

Cod — still in short supply — failed to reach the giddy heights of the previous week, however. Kits of cod changed hands at most auctions in ex-

cess of £60.

Their returns were: Spur, 769 kts, mostly codetuffa, £25,314; Barnsley, 684 kts, mostly rocks, £16,974; Notts Forest, 644 kts, mostly codetuffa, £22,174; Port Vale, 625 kts, codetuffa plus some rocks, £22,071.

but three of the charges were

dismissed and he was con-

victed on the other three.

His catch when arrested off

the Great Skellig by the

protection vessel Pota inclu-

ed hake and sole. The

had lost her gear about 200

miles away from where they

were arrested and, because of

bad weather, was going to

Valentia to meet a companion

ship and get more gear.

...Survey now realistic

by Clinton Davis, MP, Parliamentary Under Secretary of State for Companies, Aviation & Shipping.

Clinton Davis

sacrificing the essential safety considerations which are, of course, the main objective. This could not have been possible without the solid hard work, and positive and realistic approach of the industry representatives on the spot.

The Group remains in-being — ready to consider any new problems which may arise as surveys of new vessels proceed. I am sure that this continued co-operation can only be for the good.

I am very well aware that the job of fishermen is to catch fish and it has never been my desire to make the job of earning a decent livelihood, in trying conditions, difficult or even impossible.

When the safety record of our merchant ships was appalling, Samuel Plimell was mainly instrumental in pressing the Government and awakening public conscience on the need for more Government control of safety at sea.

"Since that time very necessary improvements in safety and benefits to seafarers, brought about by the great 1894 Merchant Shipping Act and subsequent legislation, have transformed the situation. We have come a long way in those 60 years or so and can justifiably claim today a UK merchant shipping safety record second to none.

"I would not, for one moment, suggest that today's fishing industry has safety problems comparable with merchant shipping. In the 19th century or that it is up to date of its responsibilities. On the other hand, surely no one will seriously argue that the fishing industry today is less relevant in the fishing industry today than it is for any other major industry, or that fishing is not a high risk occupation.

arise, especially with regard to existing vessels, which could only be solved with the benefit of experience — and hindsight. Every effort was made to consult the fishing industry and many 'teaching' vessels were conducted at the fishing ports before statutory surveys began. I visited a number of fishing ports myself for discussions. Throughout, I made it plain that I would be prepared to review the working of the Rules in the light of events.

"Once the survey began, the industry, as I have come to expect, wasted little time in telling me in their customary forthright style what they thought about the way the Rules were working. Having listened to their views, I decided to set up the Fishing Industry Safety Group; and I tried to ensure that it was truly representative of the inshore industry. It set to work with an admirable sense of urgency and now, after only four months of intensive work, it has submitted its interim report, which appears above. I have found it impressive and most encouraging.

"The Group has grappled with the more immediate and difficult problems to which the industry has drawn attention, and I believe, produced practical answers without

any sacrifice, to the net makers.

"Safety relies heavily upon co-operation and responsibility and I believe it is reasonable for me to ask for a constructive response from the industry. I urge all fishermen to take note of the FISG interim Report, to ensure that their vessels are brought up to the standards laid down in the Rule at the appropriate time and, in particular, to heed the view expressed that owners of vessels due for survey should now offer them for survey as soon as possible."

"We do not have an overcapacity problem," he said. "But it might help the Danes who look like having to get rid of some of their industrial fishing fleet."

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COD SHORT -BUT NO RECORDS...

SLACK fishing on all grounds again hit Grimsby hard last week. Landings fell below the 10,000

doubtlessly the final trips — in 1977 at least — of the Consolidated Fisheries' quarter Spur, Barnsley, Notts Forest and Port Vale.

The four had been diverted

from the White Sea after

Norway imposed ban and

had struggled through 24 and

25 day trips.

Cod — still in short supply — failed to reach the giddy heights of the previous week, however. Kits of cod changed hands at most auctions in excess of £60.

Their returns were: Spur, 769 kts, mostly codetuffa, £25,314; Barnsley, 684 kts, mostly rocks, £16,974; Notts Forest, 644 kts, mostly codetuffa, £22,174; Port Vale, 625 kts, codetuffa plus some rocks, £22,071.

but three of the charges were

dismissed and he was con-

victed on the other three.

His catch when arrested off

the Great Skellig by the

protection vessel Pota inclu-

ed hake and sole. The

had lost her gear about 200

miles away from where they

were arrested and, because of

bad weather, was going to

Valentia to meet a companion

ship and get more gear.

Olveira said the trawler

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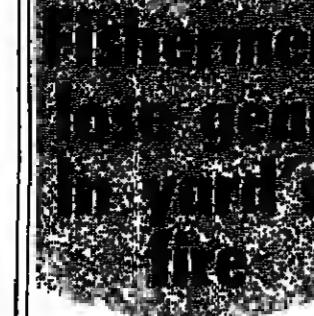
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FRENCH HIT A DOUBLE-TOP

AT FLEETWOOD

F R A S E R B U R G H
fishermen were dealt a
blow when a fire broke
out in a storage yard
owned by Richard
Irvin & Sons Ltd. caus-
ing a big loss of gear.

Between 16 and 20 boats
have lost gear in the blaze, es-
timated to be a few
weeks before the total
damage can be assessed. Lists
are being submitted by
skippers who have lost gear.

It will probably be a few
weeks before the total
damage can be assessed. Lists
are being submitted by
skippers who have lost gear.

One skipper, Andrew
Ireland, said he had lost all
his gear for herring, sprats,
pout, white fish and prawn
fishing. One of the nets lost
had just been bought in
March at a cost of £11,000.

A blaze at the same yard
only months ago caused
damage estimated at £30,000.

REAR-Admiral C. Bran-
son, CB, has been ap-
pointed managing direc-
tor of U.K. Trawlers
Mutual Insurance Co. Ltd.
He succeeds Rear. Ad-
miral J. A. Ivers, who
has retired.

It is a considerable time
since such an amount of
whiting have been landed at
Fleetwood but the variety
sold well, making an average
of around £26 a kit.

On the following day it was
the turn of Lorient trawler
Bresco Bonk. She had 787
kits, of which more than 200
were of reds, worth £23,112.

Ivers landed only 117 kits

TALBOT Joseph Evans
Ford, a port health inspec-
tor for 33 years, died in
Grimsby hospital last week.
He was 79.

A well-known and
respected figure on the
docks, Tal Ford had been
based at Grimsby for ex-
25 years.

Mr. Ford was a native
of Hull. He joined the He-
liant Navy in 1912 after
studying at the Hull Tech-
nical School. He twice stowed
aboard cargo ships before
he was 14 years old.

After serving in the R.A.F.
during the Second World War,
he remained a seaman for
the rest of his life.

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of Hull. He joined the He-
liant Navy in 1912 after
studying at the Hull Tech-
nical School. He twice stowed
aboard cargo ships before
he was 14 years old.

Water authority staff saw
Mr. Straker and Mr. Robin-
son tie up their cable in Am-
ble Harbour and lift 13 fish
from a net in the cable on to
an old dredger. Another net
was noticed aboard.

Solicitor, George Hawke,
prosecuting for the Northum-
berian Water Authority, said
two nets were spotted on

Mr. Straker and Mr. Robi-
nson "glanced in an ap-
prehensive manner when a
patrol boat entered the
harbour" said Mr. Hawke, add-
ing, "they appeared to be
greatly relieved when they
had finished unloading."

The cable was boarded by
two bailiffs as the accused
prepared to cast off.

Mr. Robinson said he was
carrying two nets for con-
venience but had no intention
of fishing with both nets at
the same time.

He was surprised to be
seen with his nets on deck at
the time of the inspection.

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Still going for wooden boats in Cornwall

THE TOMS yard at Polruan, Cornwall, is just starting to build a wooden 38-footer to fish out of Newlyn.

The keel for the iroko-on-oak boat will be laid in the next two weeks and delivery is due around the middle of next year.

She will be owned by Mr. J. Thomas who is having her fitted out for mackerel fishing, lining and tangle netting; she will be capable of trawling with the addition of a winch. Her main engine will be Gardner 6LX.

The boat will be similar in hull form to *Trazbar*, the Gary Mitchell-designed and built ray netter which is now owned by Skipper *Traz* Treloar. She was built in 1974.

The new boat will have 6in. more beam at 14ft. 6in. and 1ft. more draft, at 6ft.

The Tom's yard also hopes to build a 42-footer to a Mitchell design. The White Fish Authority is now in the final stages of completion.

deciding on grant and loan assistance.

Gary Mitchell recently announced a range of standard wooden hulls and had a very strong response. One craft he is quoting for will just about fit under the DoT safety survey limit as her measurements will be: 42ft. 6in. long overall, 7ft. draft and 16ft. beam.

This craft will have a 4ft. 3in. draft and 12ft. beam.

Although a wing engine has yet to be fitted.

Gary Mitchell — who has just completed plans for Cygnus Marine's latest 40ft.

standard boat — is now due to start work on a 33ft. wooden hull for a local owner.

This craft will have a 4ft. 3in. draft and 12ft. beam.

December 2, 1977

AS I was saying to the minister...



PRIOR to next week's crucial meeting in Brussels, Minister John Silkin is meeting Irish Fisheries Minister Brian Lenihan, in London, today (December 2).

Both ministers will be seeking to negotiate arrangements that will satisfy British and Irish demands for exclusive fishing rights for their respective fishermen.

The meeting will be backed by a demonstration of support from British fishermen.

In Dublin last month, the Irish Minister was kept in touch with the depth of feeling in Britain on the 50-mile issue. At a summit conference between British and Irish fishing organisations, it was agreed that nothing less than a 50-mile exclusive zone would satisfy fishermen of both countries.

A lot of straight talking went into the meeting, George Crawford, chairman of the National Federation of Fishermen's Organisations, told *Fishing News*: "I was particularly impressed with the Minister's dedication to Irish fishing as one of the country's main industries. One subject the Minister was particularly interested in was the role of Producer Organisations managing quotas", said Mr. Crawford.

Left: A welcome break was provided at the Irish-British fishermen's meeting in Dublin with a visit to the Irish fisheries protection vessel *Diedre*. Minister Brian Lenihan is seen here (front row, 2nd left) surrounded by fishermen's representatives.



Above: Taking a stroll during the fishermen's summit meeting in Brussels: George Crawford (left) and Irish Fisheries Minister Brian Lenihan. Mr. Crawford is chairman of the National Federation of Fishermen's Organisations.

50 years ago

Recalling some of the stories which appeared in our columns this week 50 years ago.

DECEMBER 3, 1927

GRIMSBY trawler skipper fined £700 for illegal fishing off Iceland. Catch of 400 boxes of haddock also confiscated.

THE late Lord Laverhulme's fishing factory at Stornoway, Isle of Lewis, a failure. Aberdeen firm brought in to dismantle the plant on the island he had acquired. Stornoway harbour and roads had been reconstructed for the venture.

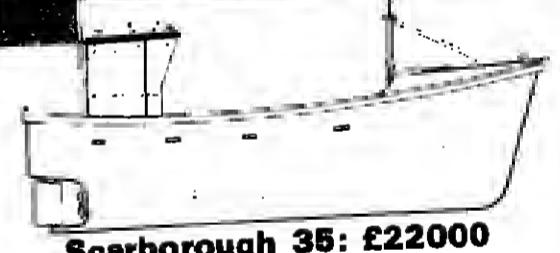
PRINCE of Wales sends a telegraph wishing the Cornwall Oyster Fleet great success.

DECKHAND on Grimsby trawler *Rehearsal* swept overboard. As the ship dips he is washed back on deck, severely bruised.

NORTH Cornwall herring season is a failure. Many catches will hardly pay the expenses for provisions.

LARGEST British-built trawler launched. She is the 214ft. 6in. steam trawler *Galerna* for a Spanish firm.

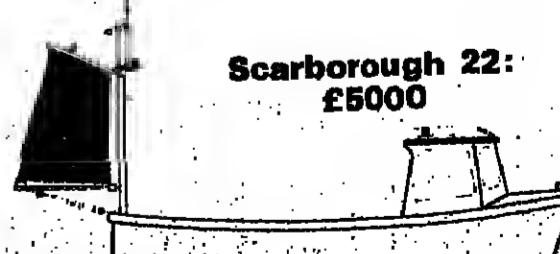
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John Sheader, but around 80 will be worked mainly for lobsters. The boat will also be going fishing.

Scarborough Boats has had designs prepared for two new inshore craft 28 and 22 ft. long. The 26-footer is a scaled-down version of a 35-footer which Scarborough Boats is hoping to produce soon.

The mould for the GRP hull has already been made but, according to John Sheader, skippers interested in buying the boat have been put off by the recent clamp-down on WFA grants.

One refinement for a 26-footer is her Wagner hydraulic steering gear which was ordered at the Humber-side Catch '77 fishing show in June.

John Sheader, who fitted out *Ocean Crest* single-handed, said that the system was easy to install and he is "very pleased" with the way it is working. "It is well worth paying that little bit extra," he said.

Tom Luntly will probably be fitting a North Sea Winches slave-type hauler next year, but will be deciding if this unit should be installed alongside the wheelhouse or elsewhere as he gains experience with the craft. The wheelhouse has opening windows and doors both sides and also houses a cooker.

The boat has space for around 100 pots, according to

John Sheader, but around 80

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Tom Luntly will probably be fitting a North Sea Winches slave-type hauler next year, but will be deciding if this unit should be installed alongside the wheelhouse or elsewhere as he gains experience with the craft. The wheelhouse has opening windows and doors both sides and also houses a cooker.

The boat has space for around 100 pots, according to

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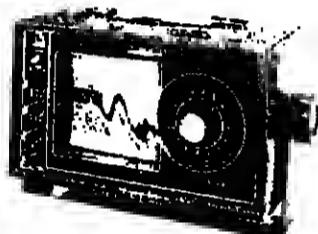
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Types of
trawl
for eels

"DESPITE the advantages of fyke and wing nets for catching eels, we would prefer to start trawling them."

"Please send information about the design and construction of eel trawls."

"I don't know how many different types of eel trawl there are, but those used in Essex and Suffolk rivers resemble shrimp beam trawls in many ways."

"They have beams between 14ft. and 20ft. long and mesh size of nets used approximates that of shrimp netting. Yet construction of trawl heads and the net itself differs considerably from that of a conventional shrimp trawl."

"Heads are made of solid wood instead of bar iron bent to shape. They are about 20in. high and 30in. long, depending on length of beam used, and they have slots in the top to take the beam."

"Though wooden heads may be best for the job, I suppose ordinary steel trawl heads could be used if the space between top and bottom, front and back of the heads was filled with small mesh netting. This would save the expense of making special heads."

"The net differs in shape from a shrimp trawl. It is made in the form of a 30-50ft. cone from two flat sheets of netting joined together. A cylinder of similar mesh size netting is attached to it a few feet from its apex, forming a valve and serving as a cod-end."

"Baits most favoured of all by line fishermen, I suppose, are lugworms. They are relished by cod, coalfish, pollack, haddock, soles, plaice and dabs."

"Lugworms are most attractive when freshly dug but they can be preserved in various ways or frozen, and still retain their attraction."

"Other baits include fresh herring, mackerel, pilchards, etc. This is because their flesh is oily and has attractive juices. All cod-like species relish pieces of these fish and so do conger eels and dogfish."

"Lugs sliced from the bellies of mackerel are as effective as any when railing or whiffing for mackerel."

"Sand eels are much favoured by hand-liners. They attract red gurnards and turbot and, if used as live bait, attract bass and John Dory."

"An artificial lure known as the Red Gill Sand eel is reported to be a very efficient substitute for a live sand eel."

"Soft crabs also attract all cod-like species — cod, codling, haddock, coalfish (seithe), pollack (lythe), whiting and ling. They also attract skates and rays, and herring and conger eels; and to attract common prawns — fish heads."

"Whisks are caught with salted cod heads, berring, skate, dogfish, shark, eel, crabs and crushed mussels."

"Red Gill sand eels, made by logram in Mevagissey, are available from St. Austell Marine, East Hill, St. Austell and Western Sea Baits, Blowing House Hill, St. Austell, Cornwall."

"Feathered hooks are obtained from Cornish Feather Trace, P.O. Box 7, Penzance, Cornwall."

"Do you think I could use a purse-seine net to catch bass and mackerel instead of a trawl?"

"It would be prohibitively expensive. It has a net specially made and a power block and spar installed in a boat, the size of which would be quite fast and pulls well."

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Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant water
£34.088: *Ross Rodney*, BUT (Sk. G. Carsberg), 896k, BI, 24 days.
£25.314: *Spurs*, Consol (Sk. W. G. Hardie Jnr.), 769k, BI, 25 days.
£22.174: *Notts Forecast*, Consol (Sk. J. Loades), 644k, 24 days.
£22.071: *Port Vale*, Consol (Sk. P. Blaney), 653k, BI, 26 days.
£21.857: *Northern Reward*, BUT (Sk. A. Meech/E. Hall), 829k, BI, 26 days.
£16.974: *Barnsley*, Consol (Sk. J. Hodson), 684k, 25 days.

Middle water
£16.072: *Ross Cheetah*, BUT (Sk. T. Rose), 475k, W, 18 days.

£15.406: *Okino*, Taylor (Sk. J. McUrlich), 387k, W, 15 days.

£15.095: *Ross Zebra*, BUT (Sk. R. Reeves), 428k, W, 14 days.

£13.559: *Ross Kipling*, BUT (Sk. J. Roberts), 381k, W, 16 days.

£11.606: *Ross Lynx*, BUT (Sk. D. Cooper), 382k, W, 16 days.

North Sea

£6.137: *Lepanto*, Lindsey (Sk. C. Nicholls), 131k, NS, 14 days.

£4.625: *Lovedon*, Lindsey (Sk. G. Irland), 117k, NS, 13 days.

Seiners

£2.036: *Brizlee*, Consol (Sk. T. Christensen), 41k, NS, 19 days.
No other landings.

£7.984: *Green Vane*, Diamon (Sk. R. Younger), 227k, and £7.268: *Poul*, Antony, Richardson (Sk. F. Joseph), 226k, both NS, 14 days.

£18.692: *Grampian Chieftain*, North Star (Sk. R. Leiper), 652k, S, 14 days.

£7.945: *Laurids Skomager*, (Sk. Jorgen Bojen), 184k, and £5.691: *Anna Michelle*, (Sk. P. Harris), 124k, both John R., NS, 18 days.

No other landings.

HULL
£31.063: *Ross Sirius*, BUT (Sk. D. Whiting), 870k, BI, 26 days.

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LOWESTOFT

£10.875: *Oulton Queen*, Taliason (Sk. A. Hutchinson), 231k, NS, 13 days.

£28.760: *Somerset Maugham*, Newington (Sk. B. Taylor), 776k, BI, 25 days.

£25.314: *Spurs*, Consol (Sk. W. G. Hardie Jnr.), 769k, BI, 25 days.

£22.174: *Notts Forecast*, Consol (Sk. J. Loades), 644k, 24 days.

£22.071: *Port Vale*, Consol (Sk. P. Blaney), 653k, BI, 26 days.

£21.857: *Northern Reward*, BUT (Sk. A. Meech/E. Hall), 829k, BI, 26 days.

£16.974: *Barnsley*, Consol (Sk. J. Hodson), 684k, 25 days.

Selmers
£9.912: *Rosenborg*, Boston (Sk. R. Palmer), 32,235kg, NS, 13 days.

£9.322: *Vikingborg*, Boston (Sk. N. P. Jensen), 190k, NS, 12 days.

FLEETWOOD

£25.952: *Saint Enogat*, Boston, (French vessel), 734k.

£23.112: *Bressay Bank*, Boston, (French vessel), 767k.

£12.333: *Covina*, Marr (Sk. A. Barkworth), 494k, 16 days.

£11.300: *Ivana Marr*, (Sk. F. Wilson), 323k, 17 days.

£8.197: *Wye Defence*, Wyre (Sk. D. Reader), 290k, 15 days.

£7.411: *Wye Revenge*, Wyre (Sk. H. Pook), 311k, 17 days.

LOWESTOFT

£18.139: *Ben Edra*, Irvin (Sk. R. Palmer), 32,235kg, NS, 13 days.

£9.121: *Ben Churn*, Irvin (Sk. P. Allen), 13,676kg, NS, 12 days.

£5.994: *Sedulous*, AF (Sk. R. McBain), 9,294kg, NS, 2 days.

£4.888: *Fruitful Harvest*, AF (Sk. C. Horn), 7,633kg, NS, 3 days.

£4.224: *Sharon Rose*, AF (Sk. J. Moodie), 7,240kg, NS, 3 days.

£3.659: *Scarlet Thread*, Irvin (Sk. T. Buchanan), 5,876kg, NS, 2 days.

MILFORD HAVEN

£5.198: *Bryher*, Norrard (Sk. A. James), 104k, 18 days.

£4.880: *Norrard Star*, Norrard (Sk. J. Manson), 98k, 8 days.

£4.173: *Brenda Wilson*, Jones (Sk. R. Evans), 71k, 8 days.

£3.795: *Georgina Wilson*, Jones (Sk. T. Smith), 68k, 9 days.

£3.240: *Rosevear*, Norrard (Sk. J. Rogers), 93k, 18 days.

£2.221: *Westerdale*, Links (Sk. B. Links), 40k, 18 days.

GRANTON

£12.752: *Arctic Invader*, Liston (Sk. J. Robb), 547c, NS, 11 days.

£18.692: *Grampian Chieftain*, North Star (Sk. R. Leiper), 652k, S, 14 days.

£7.107: *Jasmin*, Wood (Sk. E. Parker), 392k, F, 17 days.

£15.034: *Glen Carron*, Marr (Sk. J. Taylor), 480k, S, 10 days.

£13.236: *Clarkwood*, Wood (Sk. S. Thoma), 288k, F, 13 days.

£12.770: *Ben Heilem*, Irvin (Sk. A. Campbell), 308k, F, 15 days.

ABERFADEN

£20.612: *Pindarus*, BUT (Sk. J. Glasgow), 700k, S, 16 days.

£18.692: *Grampian Chieftain*, North Star (Sk. R. Leiper), 652k, S, 14 days.

£7.945: *Laurids Skomager*, (Sk. Jorgen Bojen), 184k, and £5.691: *Anna Michelle*, (Sk. P. Harris), 124k, both John R., NS, 18 days.

No other landings.

HUMBER VESSELS DUE

GRIMSBY

Expected during the week from Ferros and Westerly: *Aldershot*, *Erimo*, *Honda*, *Ross Genet*, *Ross Leopard*, *Ross Jackal*, *Ross Innes*, *St. Giles*.

HULL

Expected during the week from Beer Island: *Kingston Amber*, *Hammond Innes*, *St. Giles*.

PORT MARKETS

FRIDAY, NOVEMBER 25

DUBLIN

1,074 boxes mainly from Howth, Skerries and Kilmore Quay.

Prices: prawn tails, £1.45/- £1.80/-

black sole, £1.40/- £1.60/-

cod, 10p/12p

black pollock, 12p/15p

codling, 13p/15p

cod, 10p/14p

codling, 14p/16p

cod, 15p/16p

cod, 16p/18p

cod, 17p/19p

cod, 18p/20p

cod, 19p/21p

cod, 20p/22p

cod, 21p/23p

cod, 22p/24p

cod, 23p/25p

cod, 24p/26p

cod, 25p/27p

cod, 26p/28p

cod, 27p/29p

cod, 28p/30p

cod, 29p/31p

cod, 30p/32p

cod, 31p/33p

cod, 32p/34p

cod, 33p/35p

cod, 34p/36p

cod, 35p/37p

cod, 36p/38p

cod, 37p/39p

cod, 38p/40p

cod, 39p/41p

cod, 40p/42p

cod, 41p/43p

cod, 42p/44p

cod, 43p/45p

cod, 44p/46p

cod, 45p/47p

cod, 46p/48p

cod, 47p/49p

cod, 48p/50p

cod, 49p/51p

cod, 50p/52p

cod, 51p/53p

cod, 52p

Official and Classified ADVERTISEMENTS

Continued from Page 13

VESSELS FOR SALE

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28ft. clinker built Phillips Rye 1971. 55hp Lister diesel air cooled, with lights, aft wheelhouse, stern trawler, transom. Telephone: Whitstable 261400 evenings.

48ft. clinker built Phillips Rye 1971, 55hp Lister diesel air cooled, with lights, aft wheelhouse, stern trawler, transom. Telephone: Whitstable 261400 evenings.

CONVERTED custom launch 50ft. seven berths, all in excellent condition. Passman main engine just overhauled, fast economic sea boat, suited pleasure or business use. £6,800. Details Garslochhead 910518.

M.F.V. Irene, Scottish built, registered 39ft. stern trawler, Ford 105hp, forward wheelhouse, ready to go, new stern tube shaft etc. VHF, radio, etc. £10,000 or consider larger boat. 812783.

PILLOT 520 17ft., two berth, 40hp electric start. Tiller steer, condit. Bremner trailer, winch, 40hp one or exchange plus £2,000 for P. 23 forward wheelhouse, diesel. Telephone: Millport Cum brae 671.

FOR sale 40ft., twin screw fishing/passenger vessel, current D.T.I. certificate to carry 36 passengers. This vessel is in first class condition and is ready to go. Telephone: Barmouth (N. Wales) 260243.

FOR sale 30ft. 6in., wooden vessel, breadth 10ft. 6in., draught 4ft., tonnage 5.67, 100 horse power Ford O8 engine, hydraulic crane hauler, sound and VHF all boat's property. Contact Victor or John Swankis at Arbroath 72784.

Side Trawler built 1972
80ft. x 17ft. 6ft. draught, engine MWM 240hp 61 reduction, transom stern, round bilge, very large refrigerated RIBs glass lined fibreglass deck. Price £26,000. Excellent condition.

Side Trawler built 1967
52ft. x 17ft. 3in. 6ft. draught, engine 280hp Baudouin 1100, 61 reduction, transom stern, fibreglass lined refrigerated fibreglass deck, radio sounder. Price £8,000. Very well maintained.

Full details available telephone: FDSKA on Chilham 7022 879.

18ft. 6in. hull, 21ft. 6in. 6ft. draught, forward wheelhouse, navigation lights, compass, safety equipment and road trailer. £1,400. Telephone: Littlehampton 3762.

32ft. Dixie crabber, Gardner 31W, D.C. 120, 55hp, Kelvin Hughes M350, hydraulic capstan, flat deck, new 50-gallon pump. Details telephone: Brockenhurst 2661.

For sale, hull, for 10ft.-33ft. fishing boats. The 33ft. fishing boat is 33ft. x 10ft. x 3ft. 10in. hull draft in GRP, to be sold as hull as completed to owners specifications. Twin or single engine installation. All types of hulls fitted out, slippage and repairs up to 60ft.

TEIGNMOUTH BOATING CENTRE, The Strand, Shipyard, Teignmouth, Devon. Telephone: Teignmouth 8441.

PASSENGER vessel, OTI class for 48 passengers. Lister PRM3 engine, Kelvin Hughes Forland VHF, bilge pump, full compliment of life saving gear. Vessel can be inspected by contacting David Shiel, telephone: Seahouses 20770.

CYGNUS GM 37 expert boat, under construction, completing soon. Also 32 and 20 going under construction. Interested parties please telephone: Weston Workboat, 0934 31491 evenings.

SARGAN 38ft., 11ft. x 6ft. stern trawler, 42ft. o.a. but below 12 feet, inboard, 120hp Ford, ready for sea, new 100hp Ford 1970, many extras, £3,900. Telephone: Herne Bay 82010 Kent.

PASSENGER vessel, DTI class six for 82 passengers, Gardner 6LW complete re-build, greater ready for 1978, offers telephone Prestwick 70033 evenings, Troon 314300 daytime.

29ft. M.V., Lister diesel, aft wheelhouse, flush deck, new Seawinch, suitable trawling, cylinder, 24,000 ltrs. Telephone: Bransgore 27291.

50ft. workboat, mahogany on oak, built 1987, small steel wheelhouse, hydraulic winch, radar, Yammar diesel with dynamo. Offers telephone: Southwold 3447 evenings.

60ft. cobia, hull only, complete with trawling, deck gear available if required. Telephone: Fleetwood 3714 or 4861.

56ft. Steel M.V. 240hp presently available if required. Telephone: Fleetwood 3714 or 4861.

14ft. 8in. GRP heavy duty clinker fisherman's hulls, fibreglass or finned boats, £155 to £200. Engines and equipment supplied at current prices. Port Isaac Bay Marine, Cornwall, Port Isaac 528.

MITCHELL 22ft. see engier. GRP hull, wood superstructure, minor repairs. Petter two diesel, electrica, mixer, two berth cabin, toilet, Seafarer, anchors, warps, south Cornwall, £3,000. Box No. 760.

COX 22 LTD. 17 High Street, Monson, TEL: 084 388 432

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